SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, November 10th, 1907, at 12:01 A. M.

PACIFIC STANDARD TIME 120th (MERIDIAN)

For the government and information of employees only, and not intended for the use of the public

The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

RATING OF LOCOMOTIVES.

To find maximum load that can be hauled at ten miles per hour on ruling grade between two stations, multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be.
"F" denotes full number cars allowed in train, which must not be exceeded.

RED BLUFF AND DUNSMUIR

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Hooker	1.15	1.00	Anderson and Girvan	2.20	1.30	Middle Creek and Keswick	2.30	1.20	Copley and Kennet	2.28	3.20	Elmore and Gibson	1.22	F
Hooker and Cottonwood	5.60	1.00	Girvan and Redding	1.68	1.30	Keswick and Central Mine	1.90	F	Kennet and Morley	1.28	2.50	Gibson and Dunsmuir	1.00	F
Cottonwood and Anderson	1.80	1.06	Redding and Middle Creek	2.70	1.20	Central Mine and Copley	1.90	3.00	Morley and Elmore	1.28	4.00			

DUNSMUIR AND ASHLAND

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Ashland and Clawson	F	1.46	Cole and Zuleka	1.00	1.75	Ager and Snowdon	2.92	1.75	Gazelle and Edgewood	3.85	2.92	Dietz and Upton	2.14	5.25
Clawson and Siskiyou	F	1.00	Zuleka and Hornbrook	1.00	F	Snowdon and Montague	2.92	5.35	Edgewood and Igerna	F	1.46	Upton and Azalea	2.14	F
Siskiyou and Gregory	1.00	2.43	Hornbrook and Klamathon	3.25	7.00	Montague and Grenada	3.94	4.28	Igerna and Black Butte	F	1.46	Azalea and Dunsmuir	1.46	F
Gregory and Cole	1.00	F	Klamathon and Ager	F	1.95	Grenada and Gazelle	F	3.25	Black Butte and Dietz	2.14	14.20			

In M's of 1000 pounds between tender and caboose.

CLASS.	ENGINE NUMBER.	Boiler Pressure	Red Bluff to Dunsmuir	Dunsmuir to Red Bluff	Hornbrook and Ashland	Edgewood and Hornbrook	Dunsmuir and Edgewood
E—69 18/24 65	1382, 1384, 1388, 1398, 1399	160	730	1220			
E—69 18/26 73	1459 to 1462	150	605	1020			
E—63 17/24 52	1307, 1324	150	600	1000			
E—63 17/24 50	1302	140	565	950			
E—63 17/24 48	1356, 1359	140	605	1020			
E—63 17/24 56	1369	140	520	890			
E—63 16/24 48	1500	180	1295	2095	400	700	584
T—63 20/26 112	2235 to 2273	145	920	1500			
T—63 18/30 78	2187, 2190	145	970	1570			
T—57 18/30 79	2197	160	925	1515			
T—57 18/24 87	2174 to 2183	160	930	1520			
T—57 18/24 83	2154 to 2163	160	925	1515			
T—57 18/24 86	2134 to 2153	150	860	1410			
T—57 18/24 73	2096	140	720	1185			
T—63 18/24 81	2027, 2028	140	790	1295			
T—57 18/24 67	2067, 2072, 2080	140	800	1315			
T—57 18/24 64	2036	200	1700	2655	615	1075	1000
T—63 24/28 144	2301 to 2310	190	1480	2380	465		
M—63 20/28 126	1615 to 1719	220			710		
C—57 23-35/34 177	2612 to 2623	200	2000	3130	690	2150	1007
C—57 22/30 180	2624 to 2679	200	2000	3115	675	2150	1007
C—57 22/30 178	2680 to 2693	180	1800	2880	590	1830	861
C—57 22/30 187	2513 to 2599, 2752 to 2799	170	1100	1800	320		
C—57 22/30 184	2694 to 2751	180	1130	1845	335		
TW—55 22/26 147	2900 to 2913	160	1345	2175	415		
TW—51 20-30/26 118	2946 to 2953	160	1190	1935	355		
TW—51 20-29/26 120	2932 to 2944	150			365	1175	533
TW—57 20/30 114	2926	150			360	1155	520
TW—57 20/30 122	2927						
TW—57 20/30 120	2925						
C—51 19/30 108	2500, 2501						
C—51 19/30 101	2502 to 2506						
C—51 19/30 96	2507 to 2512						
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS.	Less than 40 M's		3	3	3	6	3
	40 to 50 M's		0	0	0	0	0
	More than 50 M's		0	0	0	0	0
					If helper used, add engine rating.		If helper used, add engine rating.

H-1 means that Helper has same power as Road Engine.

H-75 means ¾-power Road Engine.

Office hours at Train Order Offices that are not open entire twenty-four hours, as follows:

STATION.	FROM	TO
Cottonwood	5.15 A. M.	1.00 A. M.
Anderson	5.35 A. M.	12.01 A. M.
Keswick	6.00 A. M.	1.00 A. M.
Coram	7.00 A. M.	11.35 P. M.
Lamoine	7.00 A. M.	7.00 P. M.
Castella	7.00 A. M.	7.00 P. M.
Mott	8.15 A. M.	8.15 P. M.
Ager	8.00 A. M.	8.00 P. M.
Cole	7.00 A. M.	7.00 P. M.
Steinman	7.00 A. M.	7.00 P. M.
Grass Lake	7.00 A. M.	7.00 P. M.
Bray	7.00 A. M.	7.00 P. M.

Eastward. **FROM SAN FRANCISCO—SHASTA DIVISION: Red Bluff and Dunsmuir—TOWARD SAN FRANCISCO.** Westward.

Time Table No. 1, November 10, 1907

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 226 Oregon Freight Leave Daily	THIRD CLASS 228 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	36 Dunsmuir Passenger Leave Daily	16 Oregon Express Leave Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville		STATIONS		Distance from Dunsmuir	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles. Danger Point	Caution Point	FIRST CLASS 35 Dunsmuir Passenger Arrive Daily	15 California Express Arrive Daily	13 San Francisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 227 Way Freight Arrive Daily Ex. Sunday	225 Oregon Freight Arrive Daily
14,365 Term. yd WFTO	8.45PM	6.00AM	4.00PM	10.30PM	4.40PM	5.20AM				224.75		DN **RED BLUFF**		98.68				10.20AM	12.05AM	1.55AM	2.20AM	**3.55PM**	5.00AM
1,652									10	225.70		0.95 STAND. OIL CO. No. 1 4.67 (Spur)		97.73	15								
3,005	9.05	6.30	4.20	10.45	f 4.52	5.33	7	15		230.37		BLUNT 3.23		93.06				f 10.05	11.52PM	1.40	2.00	3.35	4.40
474									8	233.60		IVREA 1.45 (Spur)		89.83	12								
2,871	9.25	7.00	4.40	10.58	f 5.03	5.45				235.05		HOOKER 6.74		88.38				f 9.55	11.40	**1.31**	**1.31**	3.15	4.25
4,949 W	9.45	7.45	5.00	s **11.22**	s 5.15	s 6.00			11	241.79		D COTTONWOOD 6.70		81.64	16			s 9.40	s **11.22**	s 1.14	1.00	2.50	4.00
8,088	10.05	8.20	**5.30**	s 11.35	s **5.30**	s 6.15			11	248.49		D **ANDERSON** 2.22		74.94	16			s 9.25	s 11.10	s 1.00	12.35	2.20	3.40
1,361							14	18	11	250.71		ANDERSON BRICKYARD 4.03		72.72	17								
2,919	10.25	8.50	6.00	11.48	f 5.43	6.30				254.74		GIRVAN 3.89		68.69				f 9.10	10.57	12.48	12.15AM	1.30	3.20
301										258.63		CAL. POWDER WORKS 0.30 (Spur)		64.80									
318									8	258.93		STAND. OIL CO. No. 2 0.70 (Spur)		64.50	12								
5,917 WT	**10.45**	**9.00**	6.15	s **11.59**PM	s 6.00	s 6.45				259.63		DN **REDDING** 2.73		63.80				s **9.00**	s **10.45**	s 12.35	**11.59**	1.05	3.05
1,461	11.00	9.55	6.25	12.07AM	f 6.08	6.53			6	262.36		MIDDLE CREEK 2.90		61.07	8			f 8.50	10.38	12.27	11.30	12.20	2.55
5,016	**11.20**	10.15	6.40	s **12.15**	s 6.18	s 7.00			6	265.26		D **KESWICK** 2.00		58.17	9			s 8.40	s 10.29	s **12.15**	**11.20**	12.05PM	2.40
1,094	11.30	10.25	6.50	12.20	f 6.23	7.06			4	267.26		CENTRAL MINE 2.07		56.17	6			f 8.32	10.21	f 12.05AM	11.10	11.50AM	2.30
2,676 W	**11.57**PM	10.35	7.05	12.25	f 6.28	7.13			4	269.33		COPLEY 3.26		54.10	6			f 8.25	10.15	f **11.57**PM	11.00	11.40	2.20
1,400	12.10AM	10.50	7.25	s 12.35	s 6.36	s 7.22			8	272.59		D **CORAM** 4.39		50.84	11			s 8.15	s 10.05	s 11.48	10.45	11.28	2.05
9,333	**12.45**	**11.10**AM **12.10**PM	7.45	s **12.45**	s 6.51	s 7.32			8	276.98		DN **KENNET** 3.02		46.45	12			s 8.05	s 9.53	s 11.35	10.25	**11.10**	1.45
1,714	1.25	12.40	8.00	12.53	f 6.59	f 7.40			7	280.00		**PITT** 1.52		43.43	9			f 7.50		f			1.35
3,642 W	**1.30**	12.45	8.05	12.57	f 7.04	**7.45**			3	281.52		MORLEY 0.98		41.91	5	14	18	f **7.45**	9.35	f 11.18	10.05	10.25	**1.30**
514									9	282.50		ETTER 2.67 (Spur)		40.93	13								
2,395	1.45	1.00	8.25	**1.07**	f 7.15	8.05				285.17	DN	ELMORE 6.68		38.26				f 7.30	9.20	f 11.05	9.50	10.05	**1.07**
682					f				15	291.85		RAINBOW 0.60		31.58	22			f		f			
2,828	2.15	1.30	**8.55** **9.20**	1.25	7.32	8.25			13	292.45		SMITHSON 5.66		30.98	19			f 7.10	**9.00**	f 10.45	**9.20**	9.35	12.30
2,663 W	2.45	1.55	9.50	s 1.45	s 7.50	s 8.40	7	10	8	298.11	DN	DELTA 3.57		25.32	11			s 6.53	s **8.43**	10.30	**8.43**	9.10	12.05AM
3,358	3.00	2.15	**10.20**	f 1.55	s **8.00**	s **8.52**			8	301.68	D	LAMOINE 3.65		21.75	12			s 6.38	s 8.30	f **10.20**	**8.00**	**8.52**	11.40PM
2,868 T	3.15	2.30	10.35	2.05	f 8.15	9.01			13	305.33		GIBSON 5.60		18.10	19			f 6.25	**8.15**	10.10	7.35	8.25	11.25
3,438 W	3.45	2.55	**11.00**	2.20	f 8.32	9.20				310.93	DN	SIMS 2.20		12.50				f 6.10	8.00	f 9.55	7.10	8.00	**11.00**
690					f				8	313.13		FLUME 1.04 (Spur)		10.30	12			f					
1,262	4.00	3.10	11.15	2.30	f 8.42	9.30				314.17		CONANT 1.08		9.26				f 6.00	7.50	9.45	6.55	7.40	10.30
470									5	315.25		REVERE 1.38 (Spur)		8.18	7								
3,291	4.10	3.25	11.25	f 2.37	s 8.52	9.40				316.63	D	CASTELLA 0.87		6.80				s 5.52	7.42	s 9.37	6.45	7.30	10.20
440										317.50		DIRIGO 0.33 (Spur)		5.93									
305					f	f			7	317.83		CASTLE ROCK 1.70 (Spur)		5.60	10			f	f				
3,630	4.25	3.40	11.40	2.44	f 9.00	f 9.47				319.53		CASTLE CRAG 2.30		3.90				f 5.42	f 7.32	f 9.27	6.30	7.15	10.05
5,089	4.35	3.50	11.55PM	2.50	f 9.05	9.55			5	321.83		CHESTNUT 0.40		1.60	7			f 5.35	7.25	9.20	6.20	7.07	9.55
916										322.23		DUNBAR 0.40 (Spur)		1.20									
1,140									4	322.63		KELVIN 0.80 (Spur)		0.80	6								
7,672 Term. y'd WFTO	4.45AM	4.00PM	12.01AM	2.55AM	**9.15**PM	10.00AM				323.43	DN	**DUNSMUIR**		0.00				5.30AM	7.20PM	**9.15**PM	6.10PM	7.00AM	9.45PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(98.68)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(8.00)	(10.00)	(8.00)	(4.25)	(4.35)	(4.40)						Time over District						(4.50)	(4.45)	(4.40)	(8.10)	(9.00)	(7.15)
	12.33	9.86	12.33	23.21	22.68	21.15						Average speed per hour						21.92	20.60	21.15	12.18	10.96	13.68

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.
Trains Nos. 35 and 36 will stop on signal at Buckeye.
Trains must get clearance cards before leaving Red Bluff and Dunsmuir.

REGISTERING STATIONS:
Red Bluff, Dunsmuir.

TRAINS WILL STOP AS FOLLOWS:
Trains Nos. 35 and 36 on signal at Sweet Briar and Chromite.

Eastward.

FROM SAN FRANCISCO—SHASTA DIVISION: Dunsmuir and Hornbrook—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 226 Way Freight Leave Daily	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 16 Oregon Express Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 1 November 10, 1907 STATIONS	Distance from Hornbrook	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	FIRST CLASS 15 California Express Arrive Daily	FIRST CLASS 13 San Francisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 225 Way Freight Arrive Daily
7,672 Term. Y'd WFTO	4.45 AM	1.00 AM	10.10 AM	3.05 AM				323.43	DN **DUNSMUIR**	71.10				7.10 PM	9.00 PM	4.50 PM	6.20 PM
	No Siding	No Siding	f 10.15	f 3.10				324.53	1.10 UPPER SODA SPRINGS	70.00				7.03	f 8.54	No Siding	No Siding
	No Siding	No Siding	f 10.18	f 3.13			17	325.23	0.70 SHASTA RETREAT	69.30	22			f 7.00	f 8.50	No Siding	No Siding
600			10.25 10.35	s 3.20				326.83	1.60 † SHASTA SPRINGS	67.70				6.55 6.45	8.45 8.35		
1,940	5.15	1.30	f 10.41	3.30				329.03	2.20 CANTARA	65.50				f 6.30	8.23	4.20	5.50
3,773	5.35	1.50	f 10.57	f 3.45			11	332.73	3.70 D MOTT	61.80	13			6.10	f 8.05	4.05	5.30
3,998	5.45	2.00	11.05	3.52			5	334.93	2.20 AZALEA	59.60	6			5.57	7.53	3.55	5.20
660								336.53	1.60 PIONEER (Spur)	58.00							
2,490							7	336.93	0.40 BARNARD (Spur)	57.60	9						
3,723 W	6.15	2.15	s 11.18	s 4.05				338.13	1.20 W. & S. Lumber Co. Crossing DN **SISSON**	56.40				s 5.43	s 7.40	3.40	5.05
3,689 Y								338.69	0.56 LONG (Spur)	55.84							
6,666	6.30	2.28	11.27	f 4.13			5	340.53	1.84 UPTON	54.00	7			5.30	f 7.32	3.30	4.40
8,358 Y	6.45	2.45	11.37	f 4.23			7	343.80	3.27 DIETZ	50.73	10			5.18	f 7.18	3.15	4.25
1,459 T	6.55	2.55	11.45	4.28			3	345.43	1.63 BLACK BUTTE	49.10	4			5.10	f 7.10	3.00	4.10
316							4	346.23	0.80 DALE (Spur)	48.30	6						
5,320	7.05	3.05	11.50	f 4.33				347.23	1.00 IGERNA	47.30				5.00	f 7.00	2.50	4.00
1,146							5	347.88	0.65 COGGINS (Spur)	46.65	7						
5,805	7.35	3.15	s 11.58 AM	s 4.41				349.72	1.84 DN **WEED**	44.81		10	15	s 4.50	s 6.50	2.35	3.45
4,992 WFT	8.05	3.40	s 12.13 PM	s 4.55			12	354.93	5.21 DN EDGEWOOD	39.60	18			s 4.25	s 6.25	2.05	3.15
4,881	8.50	4.05	s 12.26	s 5.06			10	362.43	7.50 DN GAZELLE	32.10	22			s 4.05	s 6.08	1.40	2.50
990							11	363.33	0.90 TAMPA (Spur)	31.20	16						
2,920	9.20	4.30	12.39	f 5.19	11	15		370.53	7.20 GRENADA	24.00	13	11	15	3.46	f 5.48	1.10	2.20
7,617 W	10.00	4.50	s **12.50**	s 5.30			8	376.93	6.40 DN **MONTAGUE**	17.60	11			s 3.31	s 5.35	**12.50**	2.00
4,065 Y	10.25	5.10	12.59	5.40			7	382.23	5.30 SNOWDON	12.30	15			3.15	f 5.20	12.15 PM	1.35
2,496	10.55	5.32	s **1.10**	f 5.51			10	387.43	5.20 D AGER	7.10	13	5	9	2.55	s 5.00	11.50 AM	**1.10**
1,618	11.15	5.42	s 1.17	f 6.00			9	389.84	2.41 **THRALL**	4.69				s 2.45	f 4.50	11.40	12.45
2,563	**11.30**	5.50	1.24	f 6.07			5	391.93	2.09 KLAMATHON	2.60	7	11	15	2.37	f 4.42	**11.30**	12.25
9,640 WFT	**11.45** AM	**6.00** AM	1.35 PM	**6.15** AM				394.53	2.60 DN **HORNBROOK**	0.00				2.30 PM	4.35 PM	11.15 AM	**12.15** PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(71.10)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.40)	(5.10)	(3.25)	(3.16)					Time over District					(4.40)	(4.25)	(5.20)	(6.55)
	8.89	14.09	20.81	21.70					Average speed per hour					15.24	16.09	13.33	10.28

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance cards before leaving Dunsmuir.

Water supply : 3-4 mile east of Cantara.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

† The time of passenger trains at Shasta Springs is at the mineral spring and not at the siding.

REGISTERING STATIONS :

Dunsmuir, Hornbrook. (Weed for branch trains).

FROM SAN FRANCISCO—SHASTA DIVISION: Hornbrook and Ashland—TOWARD SAN FRANCISCO.

Eastward. Westward.

Time Table No. 1, November 10, 1907

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 226 Way Freight Leave Daily	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 16 Oregon Express Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	Flagging distance expressed in number of telegraph poles: Danger Point	Flagging distance expressed in number of telegraph poles: Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	STATIONS	Distance from Ashland	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles: Danger Point	Flagging distance expressed in number of telegraph poles: Caution Point	FIRST CLASS 15 California Express Arrive Daily	FIRST CLASS 13 San Francisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 225 Way Freight Arrive Daily
9,640 WFT	12.30PM	6.35AM	1.45PM	6.25AM				394.53	DN **HORNBROOK**	36.01				2.20PM	4.25PM	11.00AM	11.55AM
2,240	1.00	7.00	**2.00**	f 6.40			13	398.93	4.40 ZULEKA	31.61	15			**2.00**	f 4.00	10.35	11.30
480					15	20	14	401.45	2.52 BAILEY (Spur)	29.09	20						
1,152				f				403.30	1.85 HILT (Spur)	27.24					f		
2,120	**1.40**	7.30	s 2.20	f 7.00				404.33	1.03 D COLE	26.21				s **1.40**	f 3.35	10.05	11.00
2,527	2.10	8.10	2.40	7.18			14	408.93	4.60 GREGORY	21.61	18	15	20	1.20	3.15	9.35	10.30
	No Siding	No Siding.	f 2.50	f 7.28	15	10	9	410.53	1.60 COLESTIN	20.01	12			f 1.15	f 3.07	No Siding.	No Siding.
2,764	2.30	8.35	**3.01**	7.35			5	411.30	0.77 WHITE POINT	19.24				1.10	**3.01**	9.15	10.10
3,586 T	**2.49** / 3.08	**9.05**	s **3.08**	s 7.45			13	413.53	2.23 DN SISKIYOU	17.01	7			s 1.00	s **2.54**	**9.05**	10.00
2,359	3.35	**9.30**	3.23	8.00			11	417.13	3.60 WALL CREEK	13.41	17			12.35	2.34	8.40	**9.30**
2,183 W	4.00	9.50	3.38	s **8.13**			12	420.83	3.70 D STEINMAN	9.71	13			12.15PM	s 2.15	**8.13**	9.00
3,833	4.20	10.10	3.55	f **8.28**			3	424.73	3.90 AYERS	5.81	16			11.53	f 2.00	7.40	**8.28**
1,678	4.25	10.15	3.58	8.32	20	15	9	425.83	1.10 CLAWSON	4.71	4	10	15	11.50	1.57	7.35	8.10
14,737 Term. Y'd WFT	4.45PM	10.40AM	4.20PM	8.50AM				430.54	4.71 DN **ASHLAND**	0.00	13			11.35AM	1.45PM	7.15AM	7.50AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(36.01)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.15) 8.91	(4.05) 8.89	(2.35) 13.94	(2.25) 16.01					Time over District / Average speed per hour					(2.50) 12.94	(2.55) 12.31	(3.45) 10.43	(4.05) 8.89

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance cards before leaving Ashland.
Water supply : 1 mile east of Cole and 1 mile west of Siskiyou.
Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

REGISTERING STATIONS :
Hornbrook and Ashland.

FROM SAN FRANCISCO—SHASTA DIVISION: Weed and Grass Lake—TOWARD SAN FRANCISCO.

Eastward. Westward.

Time Table No. 1, November 10, 1907

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS 302 Mixed Leave Daily	Distance from San Francisco	STATIONS	Distance from Weed	SECOND CLASS 301 Mixed Arrive Daily
	7.00AM	349.72	D **WEED**	0.00	2.00PM
	f 7.12	351.22	1.50 GRIFFITH	1.50	f 1.50
	f 7.22	352.82	1.60 EVANS (Spur)	3.10	f 1.40
	f 7.32	355.12	2.30 SEGER	5.40	f 1.30
	f 8.00	361.92	6.80 DELANEY	12.20	f 1.00
		364.32	2.40 HOEY (Spur)	14.60	f
	f 8.25	367.22	2.90 MORRISON	17.50	f 12.40
Y	s 8.45	370.52	3.30 SWANSTON	20.80	s 12.20
W	s 9.10	374.52	4.00 D **GRASS LAKE**	24.80	s 12.01PM
	s 9.25	379.12	4.60 ERICKSON	29.41	s 11.35AM
	s 9.40	383.12	4.00 PENOYAR	33.41	s 11.20
	10.00AM	387.92	4.80 D **BRAY**	38.20	11.00AM
	Arrive Daily		(38.20)		Leave Daily
	(3.00) 12.66		Time over District / Average speed per hour		(3.00) 12.66

Water supply : 1 mile east of Weed.

West-bound trains are superior to trains of the same class in the opposite direction, except as per foot-notes. See Rule 72.

EXCEPTIONS : No. 302 is superior to No. 301.

REGISTERING STATIONS: Weed, Swanston, Grass Lake and Bray.

Trains must get clearance card before leaving Weed.
West-bound trains will stop 5 minutes at mile post 11, where train will be carefully inspected.

A 605

FLAGGING.

Attention is called to information shown in vertical columns on face of this time table to right and left of station names, denoting flagging distances as per Rule 99.
These distances must be strictly observed.

SPECIAL RULES.

Standard clocks are located at Red Bluff, Dunsmuir, (Train Dispatcher's office), Hornbrook and Ashland.

Extra trains may pass or run ahead of third (3d) class trains without receiving an order to do so.

Rule 99, Pages 27 and 28, New Edition Book Rules, must be strictly observed.

Automatic Block Signals in service are indicated on each page to left of station names, also installation of such signals in progress on various parts of division. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rule 501 to 517, inclusive, pages 101 to 103, and be governed accordingly. Trainmen and Enginemen must use EXTREME CARE in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 504, Page 101, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, pages 27 and 28.

"Referring to Rule 302 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Station Telegraphones are Located as follows:

Red Bluff	Dunsmuir	Hornbrook
Redding	Weed	Siskiyou
Kennet	Bray	Ashland

When two trains meet at a siding on a grade, one train must not pull out unt i the other has passed over both switches of the siding. In case both trains are ready to leave at the same time, the superior train will go first.

Trains must not be run from the **instant of their departure** from any station to the **instant of their arrival** at the next station in less time than given in the column headed **"Minimum running time between stations"** for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water.

At meeting points, if the train which is to hold the main line arrives first, brakeman of this train will open the switch for the opposing train to take siding, care to be taken, of course, in districts protected by the automatic block signals, to wait until the approaching train has passed the last signal, which would be set at danger by such action. This will necessitate trains approaching meeting points under full control, so as not to enter siding at a too high rate of speed.

Freight trains descending the grade, will make a stop of five minutes at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman	Edgewood	Delta
Gregory	Dietz	Kennet
Cole	Mott	Redding

The limits of Dunsmuir Yard extend to and include Chestnut. The limits of Hornbrook yard are between yardlimit sign boards located one-half mile east of east switch and one-half mile west of west switch.

Automatic Block Signals are in service between Red Bluff and Keswick. Under the conditions described in Automatic Block System Rule No. 504, trains will wait five minutes before proceeding in the manner instructed by the Rule.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Redding, Hornbrook, Siskiyou.

Automatic block signals controlled by track circuits are located at Upton. Trains approaching and passing these signals will be governed by automatic block system rules. East-bound trains must come to a stop and not go beyond point of location of signal No. 3405 on seeing signal No. 3406 at stop, and will not proceed, until signal No. 3406 so indicates.

Automatic Block Signals controlled by track circuits are located east and west of Tunnel 13, near Siskiyou. Under the conditions described in Automatic Block System Rule No. 504, trains will wait five minutes before proceeding in the manner instructed by the rule.

While a passenger train is at a station, freight trains must refrain from switching on tracks over which passengers must cross in order to get to or from the passenger train.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yards.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"¶"—stop for meals.
"D"—day telegraph office.
"DN"—day and night telegraph office.
"W"—water station.
"F"—fuel station.
"T"—turntable.
"Y"—wye.
"O"—track scale.

LIST OF SURGEONS—HOSPITAL DEPARTMENT.

NAME.	TITLE.	LOCATION.	DISTRICT
Dr. John Fife	District Surgeon	Red Bluff	Between Proberta and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. J. H. Soothill	District Surgeon	Anderson	Between Cottonwood & Girvan
Dr. O. J. Lawry	District Surgeon	Redding	Between Girvan and Copley.
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Drs. Teass & Stanholdt	District Surgeons	Kennet	Between Copley and Delta.
Dr. E. J. Cornish	District Surgeon	Lamoine	Between Delta and Castella.
Dr. C. E. Thompson	District Surgeon	Dunsmuir	Between Castella and Mott.

NAME	TITLE	LOCATION	DISTRICT
Dr. H. Cross	District Surgeon	Dunsmuir	Between Castella and Mott.
Dr. G. W. Burk	District Surgeon	Sisson	Between Mott and Weed.
Dr. E. E. Thompson	District Surgeon	Sisson	Between Mott and Weed.
Drs. W. E. & F. H. Tebbe	District Surgeons	Weed	Between Black Butte & Edgewood and C.& N. E. Branch.
Dr. H. W. Smith	District Surgeon	Edgewood	Between Weed and Gazelle.
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle & Hornbrook.
Dr. J. S. Parsons	District Surgeon	Ashland	Between Hornbrook and Ashland.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospital located at Dunsmuir.

CHIEF DISPATCHER.

J. W. FITZGERALD.....DUNSMUIR.

DISPATCHERS

H. H. CARPENTER	F. C. NOURSE
G. C. BARTON	M. A. WALLACE
R. P. FLYNN	A. D. RADCLIFFE

TRAINMASTER.

W. H. CURRAN.....DUNSMUIR.

T. AHERN,
Superintendent.